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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT	
SUBJECT	Wittstock Airfield	DATE DISTR.	27 February 1956
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information under the following headings: 1. Airfield Layout 2. Aircraft Count 3. POL Depot 4. Watch Dogs 5. Flying Control Building 6. Aircraft Hangars 7. Aircraft Parking Bays 8. "Readiness" Aircraft 9. Aircraft Activity 10. Heating 11. AA Protection 12. SAF Personnel. Also included is a sketch of Wittstock airfield which pin-points installations.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FOR	AEC						
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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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[REDACTED]

GERMANY (Russian Zone)

AIR/MILITARY

[REDACTED]

WITTSTOCK Airfield: 15 Nov - 6 Dec 55

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Airfield Layout

1. Attached [REDACTED] is a sketch of the airfield layout. The runway was built in 1950 by Bau Union Nord (Wahren). Its length is 2,000 m. and its breadth is 60 m. The concrete is 20 cm thick being mixed gravel, broken stone and cement. Test blocks of this mixture, measuring 20 cm cube were taken to WAHREN and experiments were there made to determine what stresses it could withstand. These were found to be a minimum of 90 kg. and a maximum of 230 kg. The runway itself is laid on a layer of gravel 40 - 60 cm. thick.

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2. During the construction of this airfield, workers cut down a wood on the EAST side of the WITTSTOCK - ALT DABER road, opposite the runway, but this has been subsequently replanted.

Aircraft Count

3. In the middle of Nov 55, there was one day on which all aircraft were brought out of the hangars. On that occasion the following count was made:-

- 43 MIG-15 type jet fighters.
- 2 IL-12s.
- 3 PO-2s.

POL Depot (MR 352 975)

4. The rail spur to this depot has normal gauge. The petrol is pumped from rail tank waggons into this depot and subsequently Bowser lorries come to the depot to be tanked up. The Bowser lorries then tank up the aircraft outside the hangars with pressure pumps. Hand pumps have not been seen in operation.

Watch Dogs

5. The watch dog kennels are directly SOUTH of the POL Depot and contain 5 or 6 savage dogs. These latter do not, however, patrol with the sentries during the day time.

Flying Control Building (MR 343 974)

6. This is a two-storied building 180 m. long with very large glazed windows in the upper floor and a 8 m. high tower on the roof. The tower has a look-out verandah with 360° view.

Aircraft Hangars (MRs 345 975, 346 975, and 340 973)

7. In the first two of the above mentioned hangars, jet aircraft are housed, the third seems to be used regularly for PO-2s and also for repairs and fitting. Each of the hangars is 50 - 60 m. long.

Aircraft Parking Bays (MRs 333 981, to 337 981 and 333 977 to 334 976)

8. In the above areas are aircraft parking bays, the walls of which are about 3.5 m. high covered with grass sods. Sometimes in clear weather the jet fighters are parked in these bays. There is only room for one aircraft per bay.

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"Readiness" Aircraft

9. At all times four jet aircraft stand at the windward end of the runway on the hard standing. In fine weather other aircraft are brought out and are sometimes parked in front of the hangars and sometimes beside the "readiness" aircraft.

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Aircraft Activity

10. From 15 Nov to the 8 Dec 55, there have been frequent take offs and landings by 4 jet aircraft in two pairs, one behind the other. The distance between these pairs is usually about 150 m.

11. About nine months ago, 6 jet aircraft were seen to take off together. On this occasion one pair used the runway and one pair took off from the grass on each side of the runway.

12. The aircraft frequently carry out firing practice, firing their cannons at a target about 1.5 m. in diam. at MR 338 982. On such occasions the aircraft fly in singly, coming down to a height of about 60 - 70 m. and firing either single shots or bursts of about three.

13. Since the end of October 55, a wooden mock-up aircraft has been seen at MR 348 985, but no aircraft has been seen firing at it or bombing it so far.

14. The IL-12s on the airfield are used for parachute troops in the locality. Another IL-12 machine comes onto the airfield three times a week at mid-day and flies off afterwards in the direction of NEURUPPIN. This is most probably a courier machine.

Heating

15. 4 German stokers are employed in the main boiler room to heat the airfield buildings, and 6 Russian ORs act as their assistants. For some time the Germans were dismissed, but they were later reinstated because with the Russian ORs alone the heating was never satisfactory.

AA Protection

16. There are 6 x 37 mm AA guns and two barrack buildings at MR 333 977. The guns stand in pits surrounded by earthen walls.

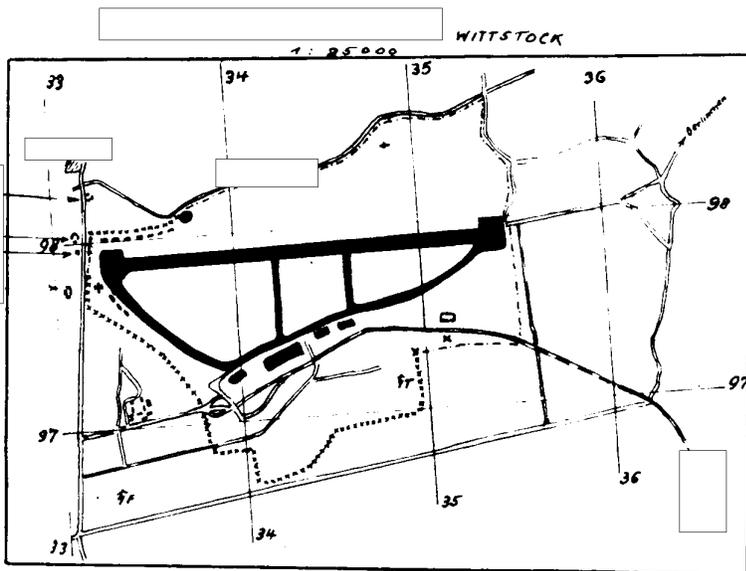
17. The AA unit consists of one captain, three senior Lts., 3 Lts. and 90 ORs.

18. When the unit went off in July to take part in an AA exercise in the ROSTOCK area it was noticed that the barrels of their guns were only about 1 m. long. After their return, when the guns were later put back in their pits, the barrels were seen to be once more their normal length of $2\frac{1}{2}$ - 3 m. It seems therefore, that the end of the barrel can be dismantled at will.

SAF Personnel

19. The commanding officer of the WITSTOCK Airfield is a Major-General. He has 3 or 4 full colonels and 30 - 40 Lt. Cols. The total strength of ORs is about 3,000. There are 12 - 15 barrack buildings, unaltered since the Luftwaffe days, at which time each was occupied by one company. The Russians are more densely packed in this accommodation so that each barrack building must hold about 200 men. One kitchen and mess hall serve all of these.

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